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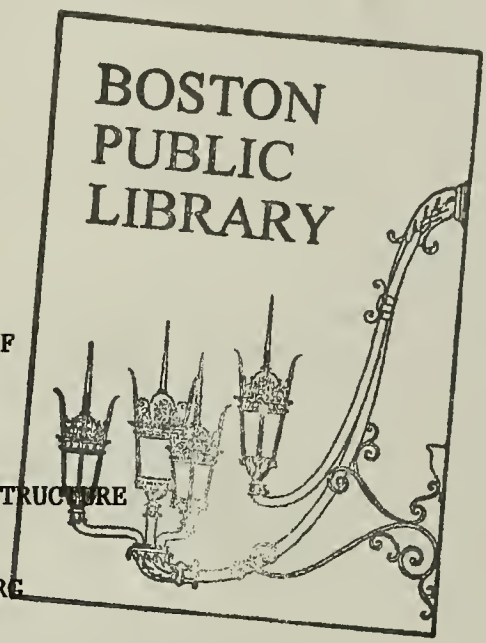

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

MINUTES
MBTA SOUTHWEST CORRIDOR PROJECT
NEIGHBORHOOD COMMITTEE MEETING
DEMOLITION OF THE ORANGE LINE ELEVATED STRUCTURE
APRIL 9, 1987
DUDLEY LIBRARY - ROXBURY
MINUTES PREPARED BY THOMAS LINDBERG

PRESENT: Please see attached list.

INTRODUCTION

George Holland, MBTA Project Manager of the Southwest Corridor Coordination Office, opened the meeting at 6:10 P.M. He welcomed everyone and said that the purpose of the meeting was to present and discuss the current plans for the Demolition of the Elevated Structure along Washington Street as well as current plans for the re-use of Dudley Station. He stated that this meeting was the last in a series of four neighborhood meetings (Chinatown, South End, Jamaica Plain, Roxbury) held in the impacted communities to explain the project and to solicit concerns. Mr. Holland asked people if they could hold questions until those people scheduled to speak had completed their presentations from those present regarding the demolition. Mr. Holland stressed the fact that the Demolition contract had not yet been advertised and that community concerns from previous meetings have been included in the contract before it is advertised for bid. He then introduced Joseph Clougherty, MBTA Section III Construction Project Manager, Keith Jorgensen, HNTB Section III Design Project Manager, and Thomas Lindberg, HNTB Section III Planner.

Mr. Lindberg reminded people to sign in so that those in attendance would receive the minutes of this evening's meeting as well as future public notices regarding Demolition. He called the group's attention to the Comment Sheet and Telephone Contact List attached to this evening's Agenda. He urged people to place the comment sheet in the bin provided. Mr. Lindberg remined people about the Parkland Management Advisory Committee (PMAC) on April 15, 1987, at the Humphry Occupational Resource Center on New Dudley Street. He then turned the meeting over to Joseph Clougherty.

DEMOLITION PROCEDURE PRESENTATION

Mr. Clougherty began by saying that work on the Southwest Corridor Project was continuing and that on Thursday evening, April 30, the last train will travel along the elevated line from Forest Hills station inbound.

During the period from Friday, May 1, to Monday, May 4, 1987, construction crews will be working around the clock in the tunnel near the New England

Medical Center Station to cut-over the rail. This process will necessitate interim bus service for the Washington Street Corridor. Revenue Service on the new line will commence on Monday, May 4, 1987.

Mr. Clougherty stated that as soon as the last train comes through the old stations, the stations will be secured by fencing (10 foot chain link fences including three strands of barbed wire at the top). The MBTA Police will patrol the area in and around the stations until a contractor is brought on-board.

Mr. Holland gave the telephone number for the MBTA Police (722-5151) and said that Acting-Captain Dolores Ford-Murphy was in attendance to answer any questions or concerns people would have regarding MBTA safety and security issues.

Mr. Clougherty said that the MBTA hopes to have the Demolition Contract ready to advertise sometime in April and that a contractor for the four and three-quarter (4.75) million dollar job should be selected and have a Notice-to-Proceed by early June. He said that in addition to providing for community concerns, the contract has been reviewed by the City of Boston Transportation Department Construction Management Program and requires the contractor to have a full-time traffic coordinator on board to minimize the impact of the traffic congestion during demolition. He told the group that the contract specifications prohibit any demolition work to exceed certain allowable decible levels and that the contractor will be prohibited from working during the peak hours for traffic, 7-9 A.M. and 4-6 P.M.

Mr. Clougherty then introduced Keith Jorgensen, Design Project Manager with the firm of Howard Needles Tammen & Bergendoff.

Mr. Jorgensen (HNTB) began by referring those present to the three boards showing the existing elevated structue along Washington Street and the new Southwest Corridor. He said that in addition to new Orange Line stations, the cut and cover tunnel provides commuter rail service from three stations (Forest Hills, Ruggles, Back Bay) and Amtrak service from Back Bay Station.

He stated that as part of the SWCP, the Final Environmental Impact Statement (March, 1978) calls for the removal of the Elevated. The removal will occur in three separate contracts:

- Removal of the existing Elevated structure between South Cove (Chinatown) to just before Dudley Station, then from south of Dudley Station to north of Forest Hills station.
  MBTA Contract 097-309.

- Dudley Station Area
  MBTA Dudley Station Re-Use Study
  Inbound canopy and headhouse to be restored and used at ground level

- Demolition of Existing Forest Hills Station
  Completion of New Forest Hills Station
  Bus Canopy, parking area and Parkland link to Franklin Park.
  MBTA Contract 097-310

Mr. Jorgensen stated that the purpose for this evening's meeting was to discuss plans regarding Contract 309. The areas of this contract represent the major portion of the 4.2 miles of structure. The removal of the Elevated has recent precendent when ten years ago, the Orange Line North through Charlestown was dismantled. That 2.7 mile structure and stations were removed in seven months with a minimum of disruption to the impacted community. The MBTA plans to retain ownership of certain items, signal devices and electrical equipment, but the remaining material (Ties, Steel) would become the property of the contractor.

Mr. Clougherty stated that much of the dismantling would occur without disruption to the established traffic patterns of residents and local businesses because cable, signal equipment, rail, ties and the four stations (Green, Egleston, Dover, Northampton) in this contract would be canabalized from the top.

Mr. Jorgensen said that once material is removed from the top of the structure, the beams and bents would then be cut with acetylene torches. He then referred to the map and time line showing the total project divided into six structures with proposed completion dates.

- Structure No. 1
  Adjacent to the Arborway Yard to Green Street Station
  24 hrs/day - 7 days

- Structure No. 2
  Green Street Station to Egleston Station
  24 hrs/day - 7 days

- Structure No. 3
  Egleston Station to Dudley
  (exclusive of Dudley Station)
  9 A.M. - 10 P.M. except Sunday

- Structure No. 4
  Just north of Dudley Station to Northampton Station
  9 A.M. - 10 P.M. except Sunday

- Structure No. 5
  Northampton to Dover Stations
  9 A.M. - 10 P.M. except Sunday

- Structure No. 6
  Dover over the Massachusetts Turnpike into the Essex Portal
  9 A.M. - 10 P.M. except Sunday

He stated that construction as proposed would occur simultaneously in three areas. The Jamaica Plain portion of the Elevated would be dismantled first (Structure Nos. 1 and 2), as well as the area in Chinatown from the Essex Portal, over the Massachusetts Turnpike (Structure No. 6). He reminded people that the area in Jamaica Plain (Structure Nos. 1 an 2) was in a densely populated area with many buildings having a mixed use. Most with commercial space on the street level and residences in the upper floors. Those residents and businesses in attendance at previous meetings have strongly urged that work be allowed to continue on a 24-hour basis in order to reduce the number of construction days.

The second phase would be Structure No. 5. This section is scheduled to be dismantled between September, 1987, and January, 1988.

The remainder of Structures (Nos. 3 and 4) should be accomplished within 12 months of total contract time. Traffic disruption and noise impacts should be strictly of a local nature and of short duration - only a day or so at any one location.

Mr. Jorgensen then displayed a board showing the proposed routing of traffic saying that special consideration has been given to congested high traffic areas and that protection (nets, noise regulations, full-time traffic coordinator and protection from Lead Paint) were addressed in preparing the contract. Protection for the public, the workmen, vehicles, utilities, roadways, sidewalks and adjacent structures and grounds were major considerations.

In planning, sequencing and directing traffic (pedestrian and vehicular), the contractor must provide for at least one lane of traffic to be open at all times. This plan is expected to have some adverse impact in the area where Washington Street is narrow (Green Street to Egleston and Dover Street Station area to the Massachusetts Turnpike) Washington Street is wider in the remaining areas and traffic can be routed successfully with minor adverse impacts. Most notably after the beams are cut into sections they will be lowered and loaded on flat-bed trucks to be transported to a staging area (i.e. Arborway Yard) to be cut into smaller sections and transported from the area.

Mr. Jorgensen stressed that coordinating with appropriate Federal, State and local authorities and agencies is required and on-going. He said that the contractor is required to clean, sweep and remove debris in the work area. Mr. Jorgensen then asked for questions from the audience.

DEMOLITION PROCEDURE QUESTIONS

Mr. Holland stressed that the MBTA was aware of a number of transit-related issues, but asked that this question period be limited to Demolition in order to give ample time to the second major agenda item (Dudley Station Re-Use). He said that other MBTA officials were present this evening to address additional questions and that he would allow ample time for discussion.

Mr. Lewis, of the BRA, and Mr. Cooper, of the Veterans Clearing House, both asked about minority participation in the Demolition Contract. Mr. Clougherty responded that all MBTA contracts must provide for 30% minority hiring. He stressed that the MBTA, because of the fact that federal money is being used to finance the project, must adhere to federal regulations regarding hiring and that the MBTA will monitor the contractor to assure compliance.

Mr. Holland introduced Grantly Grant, of the MBTA, to further explain compliance procedures.

A woman from the floor asked about the expected increase in rodents during construction and what measures would be taken by the MBTA to control rodents.

Mr. Clougherty responded that the same procedure would be followed as with all other SWCP contracts. He stated that the contractor is required to "blitz" the area and to remain "on call" for the area of their responsibility.

Mr. Holland added that MBTA/SWCP had a positive/agressive attitude toward responding to rodent complaints by residents and businesses along the Corridor. He said that during construction activity, Construction Task Force Meetings were held to solicit community concerns and provide the opportunity for the community to directly interact with the contractor. He stated that this process would continue on an as needed basis during the demolition of the Elevated Structure.

A man from the floor asked whether or not the steel had already been sold to anyone. The speaker stated that he had heard a rumor that it had been sold to a company in Japan. Mr. Jorgensen (HNTB) responded by stating that the MBTA would retain ownership of certain items (signal devices and electrical equipment) but that the remaining material would become the property of the contractor. The contractor then would own the remaining material and most likely sell it as salvage. Mr. Jorgensen stated that there was no truth to that rumor, although he had heard it before this evening's meeting.

State Representative Byron Rushing asked about plans to secure the stations prior to a contractor's designation and he asked about the replacement transit service and interim bus service information for the community.

Mr. Holland responded by saying that the stations would be fenced, secured and patrolled by the MBTA and that the MBTA police would assign details to patrol the stations around the clock until the contractor is ready to assume responsibility. He said that other MBTA officials were present to better respond to the second and third part of Representative Rushing's question. He then introduced Anne Herzenberg, MBTA Manager of Service Planning.

Anne Herzenberg said that all major bus routes which now terminate at Dudley would be extended to the new SWCP Ruggles Station. She added that a new Bus No. 49 would be added that would travel along Washington Street and terminate at Chauncy and Essex Street Downtown. This bus will run frequently and stop at designated stops along Washington Street.

Peter Calcaterra, MBTA Project Manager/Replacement Transit Improvements Study, stated that the purpose of the study was to decide on specific transit services to be provided upon removal of the existing Orange Line as well as to develop an overall transportation plan for the area.

Various bus, light rail and trackless trolley routes have been investigated in the corridor between Dudley Station and Downtown.

As many of those present are aware, there is no community consensus on a preferred alternative, but the MBTA hopes to have an answer by Spring, 1988.

Mr. Holland asked that people hold further questions so that information on the Dudley Re-Use study be presented. With that, he introduced Daniel Ocasio, MBTA SWCP Director of Design and Land Development.

Dudley Re-Use Study

Daniel Ocasio, MBTA, Director of Design and Land Development Southwest Corridor, began by saying that because of community concern about the architectural significance of portions of Dudley Station, that the portion of the Elevated around Dudley Station would be a separate contract. He stated that the engineering firm of Frederic R. Harris, Inc., had been selected to do the work. Mr. Ocasio said many people in Roxbury are familiar with the firm because they are currently the design consultants for Section II (Roxbury) of the SWCP. Mr. Ocasio added that he ws aware of a community meeting to be held at the Dudley Library on April 23, and that he would relay the request by those present that General Manager O'Leary and members of the MBTA Board of Directors be present to respond to their concerns. With that, Mr. Ocasio introduced Ira Levy, Vice-President of Fredric R. Harris, Inc.

Mr. Levy began by referring the group to a board that showed a preliminary design of the Dudley Street level terminus. He stressed the fact that the MBTA was in the early stages of planning for the Dudley Re-use but that by saving the inbound copper canopy and headhouse and restoring them at ground-level, the MBTA will be able to use the structures as a terminus for LRV's or busses, depending on the final decision of the Replacement Transit Study. A person from the floor asked about the bus ramps at Dudley and the plans to minimize confusion during demolition as busses continue through the Dudley Area.

Mr. Ocasio said that the ramps will be removed and it will necessitate the relocation of bus stops, but he stressed that the MBTA Construction Directorate, and MBTA Service Planning will work closely together to insure that the Community will be adequately informed of changes in advance. State Representative Gloria Fox and others from the floor stressed the fact that the SWCP included a permanent replacement service for the Elevated Structure. She said she expected that the MBTA would keep its promise and re-examine the two-fare policy that will occur when the new line opens on May 4, 1987. She added that

the areas that are currently served by the Elevated Strucutre are comprised of people who are transit-dependant not only to reach places of employment but also to attend church on Sundays.

Mr. Holland, MBTA, thanked Representative Gloria Fox and Representative Byron Rushing for attending this evening's meeting. He said he thought the concerns raised were important issues for MBTA and City Officials present to work on and he looked forward to meeting with the community once a contractor for the demolition contract has been selected and was ready to begin work in Roxbury. He thanked everyone for coming and adjourned the meeting at 8:20 P.M.

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Demolition Mailing List
List of Attendees

Roxbury, April 9, 1987

G.J Holland	MBTA 500 Arborway Jamaica Plain, MA 02130
Joseph Clougherty	MBTA 500 Arborway Jamaica Plain, MA 02130
Peter Calcaterra	MBTA Ten Park Plaza Boston, MA 02116
Leo Saltzberg	Modern Plating 4230 Washington Boston, MA 02119
Valerie Foxx	56 Dudley Street Boston, MA 02119
William Barrett	Box 29 Roxbury, MA 02120
Capt. D. Ford-Murphy	MBTA Police 275 Dorchester Avenue South Boston, MA 02127
Dee Primm	PRC Engineering 67 Long Wharf Boston, MA 02110
M. Warren	35 Fort Avenue Boston, MA
C.J. Calvey	34 Warren Street Roxbury, MA
M. Emanuel	50 1/2 Warren Street Roxbury, MA
Paul DeRosa	34 Warren Street Roxbury, MA
James Mason, Jr.	30 Hansford ____ Roxbury, MA
Arthur Marshall	32 Adam Street Roxbury, MA
Michael Baugh	48 Rutland Street Boston, MA 02118
MaryAnn Crayton	Roxbury Community News Ten Linwood Street Roxbury, MA 02119
State Rep. Gloria Fox	State House Room 540 Boston, MA
A.M.G.S.E.	87 Pembroke Street Boston, MA 02118
Marsha Poindexter	Six Wyoming Street Roxbury, MA 02121
Mary Long	91 Regent Street Roxbury, MA 02119

Mr. Steward	67 Perrin Street Roxbury, MA 02119
Andrea Toney	One Thornton Place Roxbury, MA
Ola & Willie Simmons	1118 Harrison Avenue Roxbury, MA
Ana Rivera	Two Bataan Court Roxbury, MA
Juana Lopez	Two Bataan Court, #51 Roxbury, MA
Kym Fisher	124 Madison Park Roxbury, MA
L. Gibson	12 Westminster Roxbury, MA
Shanti Ananda	58 Highland Street Roxbury, MA
S.E. Sweeney	11 Newcomb Street Roxbury, MA
J.S. Bardoville	65 Waverly Street Roxbury, MA
M. Ali-Salaam	BRA 2406 Washington Street Roxbury, MA
Doris Jackson	23 Mission Park Drive Boston, MA
Milton Kennedy	339 Seaver Street Roxbury, MA
P. Garry	2101 Washington Street Boston, MA
Paul A. White	256 Cobden Street Roxbury, MA
Major Lewis	BRA 2406 Washington Street Roxbury, MA
Leon Jacklin	BRA 2406 Washington Street Roxbury, MA
Joe George	BRA 2406 Washington Street Roxbury, MA
Gloria Heckstill	1142 Harrison Avenue Boston, MA
Andre M. Jorez	14 Worcester Square Boston, MA 02118
Deborah Cox	OFC 90 Warren Street, S-109 Roxbury, MA
Celia James	Three Dunford Street Roxbury, MA
Emmie Blackman	36 Cobden Street Roxbury, MA
Egal Shapira	129 Newbury Street Boston, MA

John Nichols	PFD 15 Beacon Street Boston, MA
Edwina Clougherty	BTD Room 721 - City Hall Boston, MA
Denise Wilson	11 Wyoming Street Roxbury, MA
Kathleen White	25 Cobden Street Roxbury, MA 02119
Paul A. White	25 Cobden Street Roxbury, MA 02119
Keith Jorgensen	HNTB Suite 4200 - Prudential Center Boston, MA
Tom Lindberg	HNTB Suite 4200 - Prudential Center Boston, MA
Richard Heath	Franklin Park Coalition 319 Forest Hills Street Jamaica Plain, MA
Bob Terrell	Washington Street Corridor Coalition 31 Lenox Street Roxbury, MA
George Holland	MBTA 500 Arborway Jamaica Plain, MA
Joseph Connor	MBTA 500 Arborway Jamaica Plain, MA
Susan Stewart	67 _____ Street Roxbury, MA
Sam Stepney	26 Alpine Street Roxbury, MA
Edna Bynor	902 Albany Street Roxbury, MA
Hodan Nash	Seven Frawley Street Boston, MA
Linda Smith	119 Hampden Street Roxbury, MA 02119
David Sweaters	38 Adams Street Roxbury, MA 02119
Gregoria Carrasquillo	Two Bataan Court Roxbury, MA
Tammy Coney	24 Bickford Street Jamaica Plain, MA 02130
Barbara Geroge	12 Crispus Attacks Place Roxbury, MA
Kenneth Larsen	MBTA - Sevice Planning Ten Park Plaza Boston, MA
John R. Chisolm	One Holburn Park

Gloria Eaton	18 Caleas Park
Ralph Cooper	70 Warren Street Roxbury, MA
Jacob Abjal-Khallay	Box C Boston, MA 02119
Ella Heckstall	20 Bataan Court, #74
Nancie Norwood	Eight Fessenden Street
Erik Carmichael	Eight Fessenden Street
Marie B. Allen	30 Cobden Street Roxbury, MA 02119
Vivian Williams	21 Cobden Street Roxbury, MA 02119
L. Broy	Seven Kenilworth Street
V. Hodgdon	64 Williams Street Jamaica Plain, MA 02130
Betty Wornam	44 Wayland Street Dorchester, MA
Joan Allen	78 Hutching Street Dorchester, MA
Louise Bean	78 Crestwood park
Donnel Cusaac	Three Rockville Park Boston, MA
Candy Bell	83 _____ Street Dorchester, MA
Joan and Porter Harrison	Orchard Park
State Rep. Byron Rushing	State House Boston, MA
V. Mitchell-Brown	13 Linwood Square Roxbury, MA
J. Wolmer	173 Humboldt Avenue Roxbury, MA
R. Finnegan	90 Washington Street Roxbury, MA
John Taylor	90 Lorna Road Mattapan, MA
Virginia Davis	38 Crispus Attacks Place Roxbury, MA
Patricia Riddick	108 Mt. Pleasant Avenue Roxbury, MA
Shirley Perria	62 Forest Street
Robert Sanborn	317 Blue Hill Avenue Roxbury, MA 02121
John Robinson	14 St. James Street Roxbury, MA
Richard Mullins	46 St. James Street Roxbury, MA

Elisa H.	46 St. James Street Roxbury, MA
Ann McKinnon	CBT 306 Dartmouth Street Boston, MA

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